

**WAIKIKI LIVABLE COMMUNITY PROJECT
PUBLIC WORKSHOP – OCTOBER 29, 2002
NOTES – MAUKA – MAKAI STREETS**

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SESSION #1 (3:30PM TO 5:00PM)

Vision Statement

- Make it more specific – prioritize

Pedestrian Friendly Amenities and Attractions / Gateways and Links to Waikiki

- Connect to Ala Wai Blvd.
- Nahua Street:
 - Not inviting
 - Add trees and bulb-outs
- Alternatives to parking
- Pedestrian bridge over Ala Wai
 - Provide a community link
- Ala Wai contributes to mauka-makai neighborhoods
- Water – water connection
- If we make Ala Wai attractive, there will be more tourist usage of mauka-makai streets
- Distinction between residents vs. visitors – mix (some hotels mauka of Kuhio Avenue)
- Most attractions on Kalakaua Avenue, do not see threat to mauka-makai streets, mix of residents and visitors desirable
- Mauka-makai streets contribute to pedestrian experience
- Bicycle element confusing
- Increase parking on mauka-makai by creating angled parking
- Question- Will there be enough room for buses if we have angled parking?
- Street wide enough for buses - narrow certain streets so that it is not wide enough for buses
- Street designated for certain purposes
- Parking on mauka-makai – keeping real turnover of vehicles

Bicycling as Viable Transportation

- Bicycling increased recently
- Designate bicycle routes – mauka-makai streets, which can accommodate bikes

Convenient and Affordable Transportation

- Reduce number of cars on streets, but how?

- Try to attract people to use other modes
- Don't need a car in Waikiki
- Current system works.

Tour and Transit Center

- Double parking an issue. Designate loading zones, but will hinder pedestrian experience because of the noise and carting of goods
- Tour buses idle along Kaiolu Street
- The big problem is with the large tour buses (tour groups). They need a staging area to keep off mauka-makai streets
- Tour buses act as a visual barrier

How will we reach vision?

- Sidewalks with shade
- Widen and repair sidewalks
- If we have a staging area for buses, wouldn't need to take away a lane
- Visual attraction activities, instead of concrete wall
 - Commercial, residential, landscaping, artwork
- Prioritize areas where there are attractions at both ends and are used heavily by pedestrians, such as Paokalani Avenue (attractions at both ends)
 - These streets should be safe (lighting) and convenient and ADA accessible
- Build out on canal with cafes
- Add pedestrian/bicycle bridge. NO vehicles!
- Outsiders don't where to park and cost of parking. Traffic may be due to people circling around Waikiki or just go straight to Ala Wai to park. Need signage. Need to market current parking facilities.
 - Start with parking survey and develop map
- Local circulator
- Parking - common parking management, charge or subsidize?
- Neighboring communities should use trolleys with standard peripheral parking
- Centralized delivery center would be difficult for businesses
- Safety issues to address. Some residents don't come out after 6:00 pm.
- Figure out which tours can be centralized
- Would like to see universal pick up
- Use shuttles vs. tour buses
- Aloha/Seaside Parking Lot
 - One level of parking (~91 stalls) with a park on top.
 - Who will manage parking and what is the cost? To be determined.
 - How are going to stop the homeless from using? Maybe private security or set up police station.
 - Consider use of lighting. Should be well lit.
- Open space available next to A&B project could be used as a park. City has park dedication fund.
- There should be a series of open space, parks.
- Move people type spaces at ground level.

- What about commercial establishments along Mauka-Makai streets?
 - Consider certain permitted uses
 - Change setback
 - Make sidewalk visible to people
 - Keep residential
- Grade changes between residential buildings and sidewalk. Visible change between residential and sidewalk

Summary

- Walk on the Beach concept completes pedestrian experience
 - Parking dedication – parking requirements differ parcel to parcel. Maybe developments should dedicate parking spaces
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SESSION #2 (6:00PM TO 7:30PM)

Pedestrian Friendly Amenities and Attractions

- Parking – abandoned vehicles
 - Streetside parking given priority to area residents (i.e. permit system)
- Attractions on Ala Wai enhance mauka-makai streets
 - Water taxis and restaurants promote pedestrian experience
- Kuhio Avenue should be more family oriented
- Additional landscaping on mauka-makai streets
- Change of street lighting
 - old style of street lighting, historical
 - Enhances residential experience
- Not enough street lighting on Paokalani. Lighting should be below tree tops
- Flooding occurs, improve drainage system and use grate/chicken wire to prevent trash entering system and going into the ocean
- Safety needs to be addressed to make streets more livable
- Infrastructure improvements to handle future capacity
- Parked cars along Ala Wai prevents cars from speeding
- Mauka-Makai/Ala Wai intersections don't have traffic lights making it difficult to make left turn
- Some rather park on Ala Wai vs. parking lots along mauka-makai streets due to lighting and the amount of people parking on Ala Wai vs. mauka-makai streets
- A dog park should be included in the Aloha/Seaside Park project
- Enhance residential area of Waikiki, so visitors can interact with locals and see how locals live
- Informational boards along Ala Wai should be added displaying historical photos (before and after), legends, stories, etc. Could be applied throughout Waikiki
 - ADA friendly signage for blind and deaf
- Sculling events or other water related activities along Ala Wai, not just canoe paddling

- Local residents enjoy running/walking along Ala Wai because there is no commercial activities

Gateways and Links to Waikiki

- Mom and pop stores, theatres, beach
- Mini parks, to include comfort stations, recyclable trash cans, benches, landscaping, water fountains.
 - Parks don't have to be big, could be small area
- Landfill issue – In Chicago you pay for mixed garbage vs. recyclable items
 - Citywide recycling program
- How about turning Duke's Lane into a mall and other unused streets
 - Pedestrian route winding throughout Waikiki
- Continuous pathway from beach promenade and hardened pathway thru mauka-makai streets, Ala Wai with signage. Signage should include, "here you are", local legends and stories, etc.

Bicycling as Viable Transportation

- Bikes should be separated from pedestrian traffic
- There should be routes on some mauka-makai streets

Convenient and Affordable Transportation

- Satellite parking outside of Waikiki for people who work in Waikiki with ~15 minute shuttles
- Free bus, example Denver
- Tram on wheels
- More public restrooms, especially family restrooms
- With the overhaul of special district, visitors want to see Hawaii, "Hawaiian and local sense of place". Street signs in various languages, or the meanings of the streets in Waikiki

Tour and Transit Center

- Central locations/satellite stations for tours not arrival/departures (example Sheraton Depot)
- Pick up at hotels, shuttle to center, choose tour package at center